IDEA-0267-67
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4 April 67

MEMORANDUM FOR : Deputy for Operations,
Office of Special Activities

SUBJECT : Survival Items for the IDEALIST Program

REFERENCE : (1) Memo for D/R&D/OSA from D/O/OSA (OSA-1193-67), dated 17 March 1967

(2) Memo for D/O/OSA from ASD/R&D/OSA (IDEA-0262-67), dated 24 March 1967

1. A visit was made to Rocketjet Engineering Corp. by the undersigned and [redacted] Life Support) on 30 March 1967. The following items were inspected and discussed: 25X1A 25X1A

a. Sleeping Bag/Seat Cushion: Several configurations of sleeping bag packed seat cushions were inspected and, as pointed out by INTEL/O/OSA, a suitable cushion for both categories of U-2C pilots is well within the state of the art. In order to determine the exact requirements for both groups of pilots [redacted] of Rocketjet will attempt to obtain initial measurements during the period that the [redacted] will be at Det. "G" for training. [redacted] will coordinate this effort directly with Rocketjet. In addition, [redacted] will be traveling to the Far East on business late in April and can schedule a visit to Det. "H" to complete measurements of all pilots at that facility. Once these requirements are known, Rocketjet can then supply me with the specifications for and cost of appropriate cushions. The visit of Rocketjet representatives with [redacted] personnel was tentatively scheduled for 5 April 1967. 25X1A 25X1A 25X1A 25X1A 25X1A 25X1A 25X1A

b. Inflatable Rucksack with Carrying Straps: This item will also be inspected by [redacted] personnel during the Rocketjet visit. If the existing inflatable rucksack is compatable with the U-2 seat kit it can be immediately procured. 25X1A

c. Modified Kit Lanyard for Automatic or Manual Life Raft Inflation: This simple modification, developed at [redacted] can be incorporated easily if desired. However, there should be further discussion on the advisability of this modification. The continuing effort in the field of life support/excape systems is to simplify operation and reduce the number of steps a pilot must perform for successful ejection and parachute landing. While the hazard of having an inflated raft during descent into forests is recognized along with the desirability of having an uninflated raft for carrying in the case of rapid evasion, there is also the hazard of entering the water with an uninflated raft due to lack of time for pulling a manual lanyard. A major conflict of potential hazards would exist in the case of a carrier launched operational mission over heavily forested land. As an alternative solution to the problem it seems appropriate to develop a water sensing automatic life raft inflation system that would eliminate the pilot option in all cases. Water activated inflators that are safe and reliable are now well within the state of the art. The David Clark Co. is developing, at the direction of D/R&D, an improved life raft that will be incorporated into the IDEALIST and OXCART programs as soon as it is qualified. Action is now being taken to have David Clark study the inclusion of an automatic inflator on this improved life raft.

25X1A

2. Further progress on these items will be reported on as action is taken and development progresses.

[redacted]
ASD/R&D/OSA

25X1A

25X1A

ASD/OSA/[redacted]pca (4 Apr 67)

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